

Appendix P

Public Meeting Summary

Wisconsin Avenue Corridor Transportation Study
Public Kick-off Meeting #1
October 6th and 7th, 2004

John Bullock introduced the consultant team, the Louis Berger Group, Inc (Berger) that is contracted to conduct the Wisconsin Avenue Corridor Transportation Study. Berger presented the study process, schedule, and the public participation process for the study. The following summarizes public comments received at the October 6th and 7th public meetings.

Study Area Boundaries

- Extend study boundary further east to Macomb St. and then south to Cleveland Ave.
- Extend boundary down 34th St. to Observatory Ln.
- Whitehaven St. needs to be included - heavily used as a cut through to Safeway.

Pedestrian/Bicycle Safety

- How will this study address these safety issues?
- How will the new law in DC, which does not allow any traffic in the crosswalks when there is a pedestrian present, be factored into the study?
- Most pedestrian traffic is during lunch time, will counts be taken at this time?
- Weather should be factored into how much pedestrian and cycling traffic.
- Pedestrians have a hard time crossing 37th St. at Manor Pl. because of traffic on 37th St.

Parking Issues

- The 750 foot buffer should be expanded at metro areas since people are likely to walk/park further away.
- At Van Ness St./Upton St./34th St., post office and Fannie Mae employees are parking on the street.
- Parking on Wisconsin Ave. may affect traffic in an emergency evacuation.
- Parking restrictions need to be increased to limit parking from out of town on neighborhood streets.
- Counts should be taken after 10:00 am on weekdays.
- Macomb St. is overparked with restaurant traffic at night.
- Whitehaven Pkwy. and Tunlaw and. overparked.
- According to Chris Lively, there are 1,500 on street parking spaces in Glover Park and approximately 8,000 residents.

Bus Issues

- What is the status of the proposed Jitney Bus from Georgetown to Tenley Town? Is it possible to expand the service to Friendship Heights area?
- Possibility of a dedicated bus lane on Wisconsin Ave.?

Methodology/Traffic Model

- The traffic data should be available in the draft and not just the final.
- Traffic model should factor in weather.
- Sunday counts should also be included.

- Will turn outs be recommended?
- Will a “no build” scenario be recommended if the report supports this concept?
- Air quality should be included in the study.

Development Impact Scenarios

- Please define each scenario for public.
- Zoning is flexible. Please clarify if build out is by right or PUD in each scenario.
- PUD’s should be considered in each scenario.
- Construction projects already underway or planned in the next 6 months should be included as “existing conditions.”
- Need a scenario which shows maximum buildouts with PUD’s.
- Maximum buildout with PUD’s should be the new Scenario 3 (as voted on by the meeting participants).
- Study needs to address the development impacts from buildout in Montgomery County, Maryland.
- Growth of American University and Homeland Security should be factored into impacts.
- It was suggested at the second meeting that there should be a scenario that was just “by right” and another that would be both “by right and PUD’s”
- Development of the UWACS study should be another scenario.
- Growth of local schools should be factored into scenarios.

Truck Traffic

- Truck size and number of trips should be limited on Wisconsin Ave.
- Large trucks are “side swiping” parked cars.

Signals

- Investigate more places to put in left turn signals. Inability to turn left causes excessive backups on Wisconsin Ave.
- Turning left from Wisconsin Ave. onto Post Office Place is very difficult.
- A signal needs to be placed at the Tenley Fire House that can be controlled by the station. Has DDOT already studied the signal for the fire house?
- At River Rd. between Garrison and Harrison Sts. - there are long delays as people sit through three or four light changes, side parking also contributes to back up.
- At Wisconsin Ave./Garfield St. - the traffic light on Garfield St.. needs to be longer than 12 seconds during AM rush.
- Tunlaw St./Calvert St. intersection needs to be studied.
- Traffic lights at Calvert St./37th St./Wisconsin Ave. is not timed properly.

Accident Data

- Where does the accident data come from?
- Police often don’t take reports on minor traffic accidents (eg. Sideswipes), therefore it is difficult to get a complete picture.
- A poll of the ANC’s might provide more anecdotal information on unreported accidents.
- A record of the “radio runs” might also provide more information on accident data.
- Cleveland Ave./34th St. has many sideswipe accidents that are unreported.
- 37th St. has lots of sideswap accidents.

Visual Aesthetics

- At Wisconsin Ave. and Van Ness St., the American University awning at the theater is a visual distraction.
- Clarify what is meant by “Visual Aesthetics.”

Additional Intersections Suggested to be Examined

- On Van Ness St. between Nebraska Ave. and Wisconsin Ave., all the intersections are dangerous.
- Add 34th St./Cleveland Ave. to study.
- Add 34th St./Garfield St. to study.
- Western Ave./ River Rd, are often discussed but never get included in any studies.
- 46th St. /River Rd. has excessive back ups.
- 45th St./ Fessenden St./ River Rd. needs to be studied.
- 46th St./ Garrison St. /Western Ave./River Rd. all interact together and have excessive back ups.
- Grant St./ 39th St. has many unreported accidents.
- Fort Dr. /40th St./ Albemarle Rd. needs to be redesigned.
- 42nd St./Albemarle Rd. has school drop off traffic.
- 41st St./Brandywine Rd. needs updated data collection.
- Major back of traffic coming out of Navy Yard and making left turns.
- 37th St./ Tunlaw Rd. is a very difficult intersection.
- Divide 37th St. at Calvert St. for straight and left turn lanes going south.

Friendship Heights Study

- What is the status and timeline of the addendum?
- How many recommendations have been implemented from the FH Study?
- What is the process to request implementation of a recommendation?
- ANC’s would like to be involved in the writing of the workscope for the addendum.

Upper Wisconsin Avenue Study

- Study recommends closing the following three areas: 1) Fort Dr. at Tenley Circle; 2) 39th St. at Van Ness St.; 3) Brandywine St. at 41st St. All roads should be examined in study to support closing.

Other

- Wisconsin Ave. is an emergency evacuation route in the City. How is this factored into the study?
- When there is traffic back up due to weather or accident in the region, more people use Metro. As a result, some of DC residents cannot board a train from Metrorail stations like Tenleytown and Van Ness stations.

Other Comments Received by Residents (labeled by residents during public meetings)

Intersections/ Roadways	Problems/Concerns/Issues
River Rd. from Maryland border line	Queuing
Wisconsin Ave. @ Harrison and Garrison Sts.	Queuing for turning left
Wisconsin Ave. @ Emory Pl	Large trucks
Along 46 th St. in Friendship Heights area	No residential parking zoning (need to verify)
Albemarle St. @ 43 rd St	Cut-through and school drop off
Wisconsin Ave. @ 41st St.	Review road closure proposal at 41 st St
Albemarle St. @ Wisconsin Ave.	American University bus parking
Albemarle Rd. @ Fort Dr. and at Nebraska Ave.	Pedestrian crossing and accident
Albemarle St. between Nebraska Ave. and 38 th St.	Truck traffic prohibited, commuter parking, and queuing
Fort Dr. between Tenley Circle and Albemarle St.	Employ parking and AU and Metro bus
39 th St @ Alton Pl	Commuter and employee parking
Wisconsin Ave. @ Warren St.	Traffic signal needed for Fire House
Wisconsin Ave. @ Warrant St. (just south)	Turns into Post Office
39 th St. from Van Ness St.	Cut through (northbound)
38 th St. from Van Ness St. to Windom Pl.	Cut through (both directions)
37 th St. south of Veazey St.	Cut through (southbound)
Upton St between 38 th and 37 th and 37 th St between Upton and Tilden Sts.	Employee parking
34 th St. @ Newark St. and Cleveland Ave.	Accident
34 th St. @ Lowell St.	Pedestrian crossing
National Cathedral	Parking, pedestrian crossing, Cathedral events
Upton St. between Wisconsin Ave. and 38th St.	Commuter parking
Wisconsin Ave. @ Rodman St. (school)	Expansion project and out-of town traffic/parking
37 th St. between Tilden St. to Quebec St.	Speeding
36 th St. between Ordway St. to Macomb St.	Speeding
Macomb St. between Massachusetts Ave. and 38 th St.	Parking (night), cut-through traffic
Macomb St @ Wisconsin Ave.	Double parking, and truck noise
Wisconsin Ave. @ Macomb St. (northwest building)	Redevelopment
38 th St. and alleyways between Macomb St. and Woodley St.	Night parking (after 6PM), non-resident parking, weekdays until after 12AM and weekends 2AM
Massachusetts Ave., 39 th St., and Idaho Ave. between Macomb and Massachusetts Ave. and Idaho St.	Parking
Idaho Ave. between Massachusetts Ave. and Cathedral Ave.	Parking
Cathedral Ave. between 38 th St. and Massachusetts Ave.	Night parking, insufficient number of parking
Massachusetts Ave. between 38 th St. and Klinge Pl.	School pedestrian crossing
Klinge Pl. and Massachusetts Ave. and 38 th St.	Accidents
Wisconsin Ave. in front of National Cathedral	Parking
Wisconsin Ave. @ Massachusetts Ave.	Signal
Wisconsin Ave. @ Garfield St.	Signal

Intersections/ Roadways	Problems/Concerns/Issues
Cathedral Ave. between Mass. Ave. and 39 th St.	Speeding
Building @ Garfield St. and Wisconsin Ave.	Noise
Garfield St. @ 38 th St.	Parking, Cut-through
Wisconsin Ave. @ Edmond St.	Possible development
Wisconsin Ave. @ Calvert St.	Condo under construction
Tunlaw Rd. between Davis and Benton St.	Night parking
Observatory Pl. and Huidekoper Pl. between Beecher St. and W St.	Night parking
Wisconsin Ave. @ Tunlaw Rd.	Queuing, bus/truck traffic, 37 th St. cut –through
37 th St. @ Manor St.	Accident
37 th St. between Manor Rd. and Whitehaven Pkwy.	Pedestrian fatality, night parking, queuing. Cut-through 37 th St.
Wisconsin Ave. @ Whitehaven Pkwy (cemetery and NAS building)	Possible development
34 th St. @ Cleveland Ave.	Accident

Wisconsin Avenue Corridor Transportation Study
Second Set of Public Meetings
January 19th and 27th, 2005

For each meeting, John Bullock introduced the consultant team, the Louis Berger Group, Inc (Berger). Berger began the presentation by briefly summarizing the project status. Key presentation agenda items included the summary of study findings (existing condition), potential improvement options, revised development scenarios (scenario 4) and the proposed Friendship Heights Transportation Study Addendum. The following summarizes public comments received at the January 19th and 27th public meetings.

Parking Management/Enforcement

- Better parking enforcement needed – (red light and stop sign running are neighborhood concerns); consider raising fines for illegal parking
- Collect tolls for vehicles entering DC from Maryland on Wisconsin Avenue, Connecticut Avenue, River Road, and Massachusetts Avenue.
- Do not issue new residential parking permits (for new residential developments)
- Mandate that new developments provide adequate parking for their residents and visitors
- Subdivide Ward 3 residential parking stickers around Tenleytown area; the RPP zone is far too large. Also consider subdivide for the area near the Friendship Heights Metrorail station.
- DC Mayor's Parking Taskforce Report (December 2003) provides a summary of the recommended changes to parking policies and procedures. (DDOT statement)
- An Institute of Transportation Engineers study evaluated the effectiveness of red-light cameras. The result showed it was effective.
- Can a red-light camera be installed at the Nebraska Avenue and Albemarle Street intersection? The number of accident cases at this location is underreported.
- Manage curb space, (e.g., people circling looking for parking spaces) and overlay with aggressive parking policy
- Increase parking meter rates
- Commercial parking needs compete with residential parking needs
- Study objective should focus on helping neighborhood parking problems
- Prohibit parking along Nebraska Avenue since nobody is parking due to heavy traffic volume
- Need recommendations regarding parking management along Nebraska Avenue from Tenley Circle towards Reno Road. Add signs prohibiting parking during rush hours and school days. That would allow people to park during weekends when there are activities at the sport fields. There is not consistent signage on Nebraska Avenue about this point.
- Consider and analyze the impact on emergency services in the areas with high parking utilization – more congestion and parking cars slow emergency services, possibly leading to loss of life and more accidents.
- 39th Street between Alton Street and Albemarle Street is a parking lot for commuters every weekday (before 8AM and after 7PM).

Pedestrian Safety

- Possibly remove some Wisconsin Avenue corridor pedestrian crossings due to pedestrian safety concerns. Crossings should be more visible; pedestrian actuated signals may promote safer crossings.
- Pedestrian actuation buttons increase the safety of pedestrian crossings.
- Can you eliminate some pedestrian crosswalks at unsignalized intersections? – 6 lane Wisconsin Avenue corridor is dangerous for pedestrian crossings.
- Many of the existing pedestrian push buttons (actuation signals) are not working properly.
- Please consider pedestrian count-down signals and pedestrian crossing laser beam

Traffic

- 39th Street between Wisconsin Avenue and Nebraska Avenue is considered by Maryland commuters as a high-speed through-way – dangerous for pedestrians (children and elderly); more stop signs are needed especially on 39th Street; needs to be addressed in the study (don't penalize residents by removing parking spaces to reward commuters on 39th Street.)
- Consider changing signal phasing at key intersections as a means to slow down speeders and make it safer for pedestrians. (e.g. Albemarle Road/Nebraska Avenue: longer green for Albemarle Road)
- How effectively can cut-through traffic be managed in the Glover Park area? Why improve flow?

Development Impact Scenarios

- Provide existing and proposed development square footage information to be used for the development scenario analyses to residents.
- Include Chase Tower in Maryland in Friendship Height Addendum since there were in a handful of tenants when the traffic count was taken.
- Include GEICO in Maryland in scenario analysis.
- Scenario 4 – no PUD or MOR for development between Fessenden Street and Ellicott Street (down-zoning proposed in UWACS)
- Use the existing development for sites (for applicable scenario analysis) meeting the following criteria:
 - Less than 15 years old
 - Within 80 percent of MOR
- UWACS should be used as a starting point for scenario 4. Assumptions and details lay out before running numbers – community to review
- Scenario 4 should mirror UWACS
- Do scenarios account for the effect of an increase in school enrollment (e.g., universities and K-12 schools)? Shouldn't the consultant contact school administrators (public and private) regarding future expansion or enrollment projections?
- Sidwell School at Rodman Street – proposed to increase its enrollment up to 850 students.
- Which scenarios include Freshfields PUD? – answer Scenarios 2, 3, and 4

Intersections

- Queues at the 39th Street and Albemarle Street intersection back up to 38th Street, especially around and after 6PM

- Improvements needed at Nebraska Avenue/Albemarle Street/39th Street/Grant Road intersection – very complex geometry, poor sight-distance, many unreported accident cases and danger to pedestrians and school kids (within 30 feet); 4 schools within 3 blocks and numerous pedestrians
- Left-turn bay or left-turn phase signals needed along Wisconsin Avenue corridor
- Best Buy access to River Road dangerous
- Albemarle Road and 40th Street – many accidents observed – improvement should consider implementing signal or 4-way STOP
- Study 39th Street between Yuma Street and Nebraska Avenue
- The Brandywine Street/ Nebraska Avenue intersection has a sight distance problem. It's very difficult to enter Nebraska Avenue. There are bushes on the sides as well as sharp angles. Vehicles already on Nebraska Avenue are traveling fast.
- Intersection at 39th St/ Albemarle Street – Given that it is so close to the intersection of Nebraska Avenue and Albemarle Street, vehicles coming from that intersection are surprised by the vehicles coming from 39th Street at the problem intersection and vice versa. For example, vehicles turning onto Albemarle Street EB from Nebraska Avenue NB, don't see the vehicles crossing Albemarle Street on 39th Street. Given the short distance that separates these intersections the drivers may not have enough time to react. Sight distance problem as well as signing problem. Could be addressed with signs indicating a hidden road among other solutions.
- Residents would like to implement one-way restrictions at or near the intersection of 37th Street and Tunlaw Street to prevent commuter traffic – resident petition needs to be submitted to DDOT
- The “Do Not Park” sign is missing for the 3900 block on Albemarle Street

Miscellaneous

- Temporary barrier at the intersection of Fessenden Street and River Road (Friendship Heights Transportation Study improvement) seems to be working
- What is the status with other Friendship Heights Transportation Study short-term improvement recommendations? Why shouldn't the improvement recommendation such as marking pedestrian crosswalk be a priority?
- Focus on pedestrian safety improvements
- Review, analyze then include UWACS improvement recommendations, if appropriate
 - One of the UWACS recommendation, the closure of Wisconsin Avenue/39th Street/Van Ness Street should not be implemented; shoppers need those parking spaces; consider choker to both prevent illegal movements through 39th Street and pedestrian make crossings easier and safer.
- Why shouldn't the study look at traffic conditions during the worst weather like snow?
- Consider the environmental impact of traffic problems. More vehicles mean more pollution, more noise, and more dirt.
- Enforcement of “No Trucks Over 1 ¼ Ton” needed on Albemarle Street between Nebraska Avenue and Connecticut Avenue.
- There are only four (4) on-street parking spaces on Albemarle Street between Fort Street and Nebraska Avenue. Please update.
- AU Shuttle buses and short haul Fannie Mae shuttle buses to Tenleytown Metro generate high pedestrian crossings and lead to transit access issues
- How do you balance traffic flow improvement and pedestrian crossing safety needs?
 - Possible look at flyovers?
 - 2nd level pedestrian walkways? – not easy because of high construction cost, aesthetic issue, height restriction, and ADA consideration

- All pedestrian phases?
 - Barrier in median?
- During the 2nd District Advisory meeting, speeding traffic was noted at the intersection of Wisconsin Avenue and Fulton Street. – sight-distance is a problem at this intersection
- Cut-through is a problem on 39th Street between Tunlaw Street to Massachusetts
- Insufficient time is allocated for the left-turn at Garfield Street and Wisconsin Avenue
- Sidewell School parking garage with 307 spaces – parents are using the signal at Rodman as a drop-off location
- At Wisconsin Avenue and Warren Street, an emergency signal should be installed for Tenley firehouse. Currently, firehouse officials have to physically stop traffic to allow emergency vehicles to get in and out.
- Tenley Circle reconstruction project underway (scheduled to begin construction in mid-February, 2005) – please review UWACS proposed roadway improvements and compare with the reconstruction project – should be noted in the report
- What other DDOT and DPW projects are going on which residents are not informed about?
- Lacking uniformity of “No Turn on Red,” and some signs are partially noticed – is it possible to require the sign at all approaches?
- Does WMATA have a policy for bus drivers to properly pull all the way into bus stop so that the bus is not blocking traffic?
- AU Shuttles half empty – can they be required to board other passengers based on space availability? (cannot be done due to liability issue)
- Why are there so many “Not in Service” bus in the area? Can they not take passengers, instead of driving empty?

**Wisconsin Avenue Corridor Transportation Study
Third Set of Public Meetings
June 20th and 21st, 2005**

For each meeting, John Bullock introduced the consultant team, the Louis Berger Group, Inc (Berger). Berger began the presentation by briefly summarizing the project status. Key presentation agenda items included the summary of study findings and improvement recommendations for both the Wisconsin Avenue Corridor Transportation Study (WACTS) and the Friendship Heights Transportation Study Addendum. The following summarizes public comments received at the June 20th and 21st public meetings and responses provided at the meeting for specific questions.

Parking Management / Enforcement

- Finer (smaller) parking zone designations are recommended in the report – the speaker agrees with the report recommendations and suggests changing the word “consider” to “strongly recommended”.
- Agree with greater enforcement of meters, residential permits, loading zones, double parking.

More Parking Spaces Are Needed

- Condos and apartments have insufficient parking. Currently, DC government requires 0.4 parking spaces per residential unit. Some residents suggest increasing the ratio of parking spaces per unit to, for example, 1 bedroom = 1 space, 2 bedrooms = 2 spaces, etc.
- Restrict access to residential permits for residents of new developments (some developers agree). Access only for current residents.
- New Albemarle St. property does not provide enough spaces, 160 spaces or 0.8 spaces per unit.
- Define adequate parking to include parking for services and guests. Currently the definition is ambiguous.

More Parking Spaces are Not Needed

- There are people choosing to live without cars. There is also resident concern about promoting the use of more cars by increasing the minimum parking requirements for new developments.
- Regarding on street parking – e.g. auction off residential parking permits (RPP) and price parking appropriately.
- Car-sharing program pilot will allocate specific on-street parking spaces.

Pedestrian Safety

- Referring to 3,500 school children crossing Wisconsin Ave. between Tenleytown and Garrison St.:
 - Need adequate protection such as signals, crosswalks, etc.
 - Reduce speeding on Nebraska Ave., Tenley Cr., and Albemarle St.
- *(Response) We have recommended re-striping pedestrian crossings, installation of signs indicating the presence of school children. In addition, the pedestrian countdown signals installed by DDOT improve safety.*
- Some countdown signals do not provide enough time to cross Wisconsin Ave.
 - *(Response) Pedestrian timing is designed based on 85% of pedestrians being able to cross. Some intersections may need to lengthen timing.*

- Extend the side-street green time at Wisconsin and Massachusetts. Elderly and strollers can't make it across Wisconsin Ave. in time.
(Response) There is enough sight distance at this location for vehicles to see the pedestrians and vehicles crossing the road. We are suggesting the installation of more signs indicating the speed limit along Wisconsin Ave.
- Pedestrian safety problems at school dismissal/arrival times should be looked into on Wisconsin Ave. and on Albemarle St. The best time for observations is around 3:30pm. (Janey, Wilson, and Dale schools).
(Response) Additional observations were made on June 21st, 2005.
- At the Whole Foods parking lot entrance:
 - Poor signage at signals to guide pedestrians and vehicles entering and exiting parking lots.
 - Left Turn signal ignored
 - Contradictory traffic arrow signals – both sides of the street (e.g. protected right, etc.). It is a policy issue with DDOT.
(Response) Please respond with specific locations
- Some stop signs are located across the street from the intersection on the back of other signs. This is confusing; they should align with the stop line (e.g. 42nd St. – supplemental sign vs. primary sign?)
- Residents are concerned that not all accident data is being collected or reported.
(Response) We are limited in our evaluation to recorded data. We looked at three years worth of accident data at the intersections suggested by residents for the accident analysis.
- Regarding the recommendation to widen the turn radius – does this not decrease pedestrian crossing safety and does not the greater sweep encourage greater speed?
(Response) If the design is correct vehicle speeds increase by no more than 3-4-5 mph and avoid other safety problems (rear-ends) caused by speed differentials of over 10 mph between vehicles traveling through and turning. Pedestrian crossing locations can be adjusted slightly and clearly marked to maintain a short crossing distance and clear crossing path.
- Sharp angles into Van Ness St. – radius increase is recommended.
- Albemarle St. and Nebraska Ave. – there is concern about the level of service (LOS) at this intersection.
(Response) The day after the June 20th public meeting in the north end of the corridor, the LBG traffic engineer made a site visit with a few residents. Additional improvement recommendations will be included in the final report.
- A traffic light is needed at Wisconsin Ave. and Fulton St. or at least a yield to pedestrians sign. There has been a pedestrian fatality and near misses. The intersection is also used as a cut through between Tunlaw Rd. and Massachusetts Ave.
- Massachusetts Ave. SB is a raceway with vehicles speeding
 - Consider the installation of crosswalks and signals for pedestrians.
- At Cathedral St. and Wisconsin Ave., the signal is only for one way traffic (SB), while the NB direction is uninterrupted with vehicles moving on Wisconsin Ave. or turning from Massachusetts Ave. Can a crosswalk be installed to allow pedestrians to cross in the middle of the block?
(Response) DDOT announced that there will be a new traffic signal at the intersection of North Rd. and Wisconsin Ave.

- Pedestrian Full-Stop Law: Dangerous engineering error? Gives the wrong impression to pedestrians who expect that vehicles will stop on a multilane arterial, maybe better to remove crosswalks at non-signalized intersections. Others may need a signal, don't encourage this misconception. Drivers who stop may get rear-ended. Must ask for pedestrian signals.
- Social Safeway. Bus riders and kids cross Wisconsin Ave. on the side of the intersection (by the bus stop) that has no crosswalk. Add crosswalk there.
(Response) This is outside the study area. We'll pass comment along to appropriate Ward planner.
- Pedestrian safety and speeding concerns at:
 - Albemarle St. - from 39th St. through Wisconsin Ave.
 - 39th St and Grant Rd
 - Albemarle St. and Fort Dr.

Traffic

- Can you explain the impact of the traffic counts being taken during Veteran's Day?
(Response): There are two types of traffic count collection: mechanical counts and peak hour turning movement counts.

Peak hour turning movement counts are used to determine level of service for intersections and the corridor as a whole, and include turning volumes and queuing. None of the turning movement counts at the 37 intersections were collected on Veteran's Day or during that week.

Mechanical counts, also known as tube counts, are collected over a one-week period to identify the vehicle mix (car, light truck, heavy truck and bus), average speed, and the peaking patterns, but are not used to determine level of service. For one segment (north of Tenley Circle) of Wisconsin Avenue the mechanical one-week count was collected during a week which included Veteran's Day. This was inadvertent, but has no bearing on the LOS analysis of the corridor, as described above.

In addition, the Study Team made compared the pattern of daily traffic counts at this location with the other three locations on Wisconsin where mechanical counts were conducted. The weekly pattern of travel and the peaking patterns for each day were virtually indistinguishable. Vehicle mix changes by segment, but is not significantly different on the holiday as compared to other days. In other words, since the mechanical counts are used for context and background information rather than direct level of service information, conducting the counts on Veteran's Day, while less than ideal, has no impact on the results or outcome of the study.

- Veteran's Day is a pseudo holiday. In the Friendship Heights area you see some of the worst traffic during that day.
(Response) The holidays create weekend-like type of traffic, similar to what we have seen during Saturdays.

Around the National Cathedral.

- A new traffic signal was approved for North Rd. and Wisconsin Ave.
- The signal at Woodley Rd. and Wisconsin Ave. will be recalibrated to account for the new signal.

- There is plenty of congestion observed at Massachusetts and Wisconsin Ave., with queuing southbound in the PM peak and NB in the AM peak.
(Response) This is a back-up spill over from Garfield St. Red-green-red cycle failure. We have observed that the intersection of Wisconsin Ave. and Garfield St. has problems.
- Concur with recommendation to replace parking lane marking on Cleveland Ave and 34th St correct. It has caused accidents.

Concern with general cut-through traffic

- How do you determine cut through?
(Response) There are many ways to determine cut through traffic. The most common method is to register license plates at different locations within the study area and then match them to determine the routes followed. Another is to observe whether a vehicle proceeds through a particular area or parks (where feasible with line-of-sight observations.) It is also possible to surmise (but not prove) cut through traffic from traffic volumes and patterns observed during turning movement counts. Our study did not consider cut through traffic throughout the area, because of the size and complexity to the study area. However, we did conduct observations at specific sites identified by residents at the first study meetings.
- Is it possible to synchronize all the traffic signals to flashing amber or red lights late at night to avoid cut through traffic? Maybe excluding Wisconsin Ave. and Connecticut Ave. - e.g., midnight to 6am?
(Response) The study did not consider that. Cut-through is not as likely at 1am. There are safety issues to consider.

Concern with cut-through at 42nd St. and Nebraska Ave.

- It causes speeding, accidents, etc
- Sight distance improvements encourage cut-through at Nebraska Ave. and 42nd St.
- Request traffic calming measures.
- There are speeding problems at 42nd St, on the road bend, where there are no sidewalks on either side. It's gotten worse over the past few years
- The fact that the LOS is going from C to D on Wisconsin Ave. means more cut-through traffic on side streets. The more development, the more cut through traffic.
(Response) The main objective of the study was to estimate the impact on the transportation infrastructure of different levels of development along Wisconsin Ave. In addition to this, we selected 10 additional intersections based on resident comments and we addressed their associated problems during the course of the study. There were two intersections on 42nd St that were analyzed: Albemarle St. and 42nd St and River Rd. and 42nd St.

Development Impact Scenarios

- How did the study consider development from outside the study area?
(Response) Growth outside the study area was captured through the use of background growth, where the expected growth of the entire metropolitan region is considered. This was obtained from the MWCOC regional model.
- There is continued pressure on residential areas. E.g. Maryland blocks residential streets from through traffic
- Concern with blight issue – traffic being dumped onto neighborhood streets

- American University will add additional 400 students with 10,000 sq.ft. to the Tenley campus.
- There is concern with proposed changes to the City Comprehensive Plan
(Response) The intention of creating the development scenarios was to estimate the impact caused by different ranges of development. Individual blocks may or may not be developed. That is why we are more interested in the overall impact caused by a development scenario. We are looking for the LOS as a whole, its general impact. (See next response as well).
- What are the land use implications of the WACTS? Are they used as input to determine traffic generation?
- Is there a link between the study results and future development? How will the study be used?
(Response) Growth outside the study area was captured through the use of background growth, where the expected growth of the entire metropolitan region is considered. This was obtained from the MWCOC regional model which forecasts land use and development. In addition, the scenarios identified different levels of development that were then used to estimate traffic levels. The report does not recommend any given intensity of land use, but clearly demonstrates that the more intense levels of development posited in Scenarios 3 and 4, under the traffic generation assumptions identified in the report, lead to unacceptable levels of service at many intersections throughout the study area.
- What are the answers to the memo with comments regarding specific developments?
 Stopped at 10 comments.
(Response) Most of the comments have already been addressed. Response to the comments will be provided as a separate correspondence and will be considered as part of the final report. For example, based on resident comments the Fannie Mae will be added for redevelopment for Scenarios 3 and 4. There are others that represent a misunderstanding of the data as we know it and the methodology as documented in standard practice and thus will not be incorporated. Please see the separate Response document for details.
- How are residents going to be able to evaluate the accuracy of the development areas?
 - The information provided in the draft report appendices only shows the additional area, but not total area.
 - There are zeroes – we don't know the basis for that. Need to check land area.
 - Can residents get information about existing vs. net areas?
(Response) Residents are welcome to the data with DDOT and OP approval, not proprietary. Note: The detail by block was provided to DDOT subsequent to the meeting for dissemination to residents.
- What is your answer to the concern about the redevelopment of the Post Office on Upton St. into a PUD? Are they going to build on top of it? Or will it be removed?
(Response) We agree with the comment. We'll maintain the Post Office under the three development scenarios. MOR for Scenarios 2 and 3. PUD for Scenario 4. Trips will increase.

Intersections

- FHA – Is the River Road and Fessenden St intersection included?
(Response) The improvement at this intersection is included in the Friendship Heights Transportation Study.

- Wisconsin Ave. and Calvert St. Northbound left turn into Calvert St.: There is a small island bay. How to improve?
(Response) Optimized signal timings will improve traffic movement at this intersection.

Draft and Final Report

- There was a request to extend the comment period – e.g. 30 days from last report posting.
- Residents are concerned with the fact that the present Draft may be flawed.
 - There might be a need to allow for several weeks to review the study.
 - Then there should be another draft.
 - The basis for the results should be based in facts.
 - After the 2nd draft, then there should be another public meeting and the final report issued
 - Even if the study were to last until December, that would be fine.
 - Concern with the proposed timetable to go from the draft to the final report.
 - Do it right and include all the resident comments.
(Response) The comment period was extended as requested with the extension announced at the June 21st meeting. Initial comments due July 15; the contractor was given one week for response, with final resident comments due August 1. After comments are received the draft report will be revised.
- Community concerned, the contract may be extended.
(Response) John will let residents know.

Miscellaneous

- How has that the WACTS study considered the Emergency Services and Department of Homeland Security?
 - Fessenden St. is used by the emergency services.
- Are you planning to maintain an ongoing “errata sheet”?
(Response) No. The development figures represent the most “up to date” information; some changes will be made to update the figures.
- At Engine 20, firehouse controlled signal would be critical for the safely exit and return of the emergency vehicles.
 - It was part of the plan for Wisconsin Ave.
 - Parking permits for emergency services personnel should also be considered.
(Response) John will contact DDOT Traffic Services. They are expecting approval for FHWA funding.
- What will the decision-making process be?
- What is the best way to keep the community involved in next steps?
- “What you measure is what you do” LOS, curb radius, etc. There are other different variables for pedestrians. Proposed the use of an alternative approach: person through-put.
- Bus lane
- Western Ave. & River Rd. – difficult to turn during the off peak
- Concern with other improvements in the area that the study might propose
- What are the specific details about the proposed signal optimization at Wisconsin Ave. and Fessenden St.?
 - (Response) Semi-actuated signals help to maximize efficiency, a longer cycle can increase capacity and during the optimization it’s important to always balance side streets and main road. The cycle during Saturdays was at ½*

cycle, we are recommending a full cycle. We expect to gain 5-10-15% more capacity by optimizing the signal timings.

Concern with barrier at River Rd. and Fessenden St. What was the justification?

- Fessenden with River Rd. creates backups

(Response) The justification for the barrier were problems caused by sharp angles such a deficient sight distance, also speeding, cut-through traffic and pedestrian safety.

Announcement - Meeting coming up to talk about proposed Municipal Garages as part of the DC-OP Comprehensive Plan

- The ANC 3C had a conflict with the Monday meeting
- The members are concerned with the lack of coordination from DDOT regarding the meetings
- Invite DDOT to their July meeting to talk about the study
- Was there a comparison made with the Connecticut Ave. Study?

(Response) We looked at the data collected in Reno Rd / 34th St. and Van Ness St. to confirm our data and observations.

- Are there any plans to include bicycle lanes or bus lanes?
- OP has planned for bicycle lanes on Wisconsin Ave.

(Response) We are proposing to consider bus lanes as well as other alternative lane configurations in the long term.